

**Township of Powell  
P.O. Box 39  
101 Bensinger Street  
Big Bay, Michigan 49808  
(906) 345-9345**

April 7, 2012

Dear EPA Officials,

My name is Daryl Wilcox and I am the Supervisor of Powell Township in the most northern part of Marquette County. I am a member of Marquette County Road Commission's CR 595 Advisory Council, Kennecott Eagle Mine Corporation's Citizen Advisory Group, on disbanded, and Marquette County Township Association. I have been a professional logger and am currently a Registered Nurse at MGH. In the spirit of transparency, I own camp property above the Yellow Dog Plains. I am writing to reinforce what I have stated at previous meetings that I have attended with the Marquette County Road Commission (MCRC) and Kennecott Eagle Minerals Corporation (KEMC) over the past several years. Locally, my concerns are well known.

I will leave aside the destruction of this wilderness area for the benefit of a few and the many environmental concerns regarding water and air pollution as there are others who can speak directly and more effectively to those issues. Rather, I want to focus on the intentional exclusion of the community that lives closest to the Eagle Mine/Yellow Dog Plains. Powell Township will be profoundly affected by the current plans for CR 595. The public relations campaign by KEMC and the Marquette County Board and the large business concerns of Marquette City and Western Marquette County is that this road is good for business and CR 595 will open up business and recreational opportunities for northern Marquette County. This is patently false as the failure to complete a paved road through to CR 550 means Powell Township—which is northern Marquette—will be excluded from benefits to local businesses or recreational opportunities. Kennecott has stated their plan is to route all their traffic to travel the southern route up CR 595 once it is completed and not utilize CR 550 for any commerce. This locks our township out of any development during the mining years. And substantiates that the road is a private haul road and is not being developed truly as a "County Road" to serve our entire community. When the mine closes, Powell Township continues to be excluded as the county will be burdened by the maintenance of a road to nowhere that will take away much needed funding from the miles of roads in the county that are in need of maintenance and repair.

A second issue I have repeatedly asked the Marquette County Board and the Marquette Road Commission to address is the increased traffic on CR 550 for the past 2 years and for the next 2-3 years and what upgrades and safety measures will be put in place to protect the citizens of Powell Township. Powell Township residents rely on CR 550 for all of their transportation needs. There is CR 510 that essentially parallels CR 550 but only adds transportation time and wear on vehicles due to the rough nature of the road. It is not a viable transportation route for day to day living and only takes you to a few miles west of Marquette. I have reviewed the permit request provided by the Marquette County Road Commission (MCRC) and it does not address the concerns and needs of Powell Township.

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The permit does not address the need for year around access (CR AAA) to the Yellow Dog Plains area (proposed CR 595) from Powell Township. For those residents of Big Bay and Powell Township, the Yellow Dog Plains is in our back yard and our businesses and families have been built by support of the logging industry and recreational activities for over a hundred years. CR AAA is a seasonal road and not maintained by Marquette County Road Commission during the winter. This means we have no access to be able to work at the Eagle Mine if people chose to do so. I asked the MCRC in a public meeting if they would maintain and plow CR AAA so that the residents in Powell Township could work at the new Eagle Mine and their answer was NO. When I said that I would not sign the letter of support to the Congressman that MCRC/KEMC drafted, KEMC (Rick Thomas) immediately offered that they would plow and maintain CR 510 and CR AAA during the mines operation so that our residents can work there and that I would sign the letter of support. He said "you have to sign it" But I did not.

It sounds like a generous offer but it fails to provide the people of Powell Township year around access to CR 595 or our own back yard. Many residents of the township have used a snowmobile during the winter for year around enjoyment of their property. If CR 595 is built, the residents of Powell Township will snowmobile up CR AAA, 5-7 miles, to a year round maintained road that the people of south central Marquette County just drove to with a car. That is not equitable access.

From the very beginning of the planning of CR 595 (formerly presented as the (Woodland Road) I have talked to KEMC and MCRC about extending the road to CR 550 or CR 510. I have attached a letter that I presented to MCRC and copied to KEMC dated 10/16/2010. The letter states some of the very concerns that I am writing to you about today. To date, the elected officials of the Marquette County Road Commission or County Board have not seriously addressed our concerns or answered any questions of our concerns. Jim Iwanicki, staff member of the MCRC has told me that it is too expensive and KEMC will not pay for it. This again brings into play, the falsehoods being perpetuated that this is a County Road to benefit northern Marquette County.

The Powell Township Board passed a resolution in support of CR 595 as long as the MCRC publicly addresses the long term impact on CR 550, 510 and AAA. MCRC is very upset with our resolution and has asked the board to change it numerous times to only support CR 595. Copy Attached. MCRC Staff have attended our Board meetings with the intention to pressure the Powell Township Board to change their position and draft a different resolution.

At the present time, KEMC has publicly stated, because of the sub standard condition of CR 510 and AAA that all commercial traffic to and from the Eagle Mine site must be escorted. KEMC has used this route with escorts for over two years and plans to temporarily use it to haul their ore to the Humboldt mill until CR 595 is completed. Without a major upgrade to CR 510 and AAA, I am sure they will escort the Ore Haul trucks to and from the mine during that time.

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On April 2, 2012 Powell Township had a meeting with KEMC (Matt Johnson and Daniel Blondeau). The meeting was to provide an update for the Township on KEMC's plan to change the Air filtration application and on the status of CR 550, CR 510, and CR AAA.

During that meeting a resident ask KEMC if CR 550 would still be used as a Service road for the mine after CR 595 was built? Matt Johnson said, No, it would not and KEMC can tell all the commercial traffic to use a specific road if they want to do business with them. I ask Matt if KEMC would continue the escort service from CR 550 to the mine site after CR 595 was built. He stated there would be no need to because they would have a Primary Road. Then I ask if that met, there would be no commercial traffic from CR 550 going to the mine site? He said that is true. So that would mean there will be no commercial traffic to the mine from CR 550.

However, this fails to address the fact that logging or other industries would continue using this seasonal sub standard road to reach CR 595 and creating, two way, heavy truck traffic trying to get between CR 550 and CR 595. With the seasonal status on CR AAA after the mine closes, "possibly only 3-4 years after the opening of CR 595", there will be no winter access for the logging industry and recreational people from Powell Township to CR 595. With limited road funding resources spent to maintain the primary road CR 595, in what condition will CR 550, 510 and AAA be in? Again Powell Township loses any economic benefit from the new road and the probability of worsening road conditions in the township with no plan to rectify their increased wear from years of support of the mine prior to the construction of CR 595.

I would be very willing to discuss this issue with the EPA or any agency making decisions on this project. This could be done by a face to face meeting or a telephone conference call. At least I would like to meet with the EPA staff reviewing this material to explore other options that the MCRC did not seriously evaluate and/or consider. I truly believe there are equitable and feasible solutions that consider the needs of all the citizens in Marquette County and not just the needs of KEMC.

Thank you,

Daryl Wilcox, Powell Township Supervisor

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